



Railway & Locomotive Historical Society, Inc.

Southeast Chapter

Newsletter No. 113 – June, 2009

Glover Machine Works in Marietta, Georgia

By Dick Hillman

This article will provide a brief introduction to the Glover locomotive story for those that are not familiar with it, as well as providing an update on some of the recent developments for those that are already familiar with the Glover story.

In 1990 I was able to gain access to the massive historic holdings of the Glover Machine Works in Marietta, Georgia. This company had begun in the 1880's, and by 1902 had begun to build steam locomotives, building around 200 locomotives by the time they exited that business in 1930. Glover locomotives were built in a variety of wheel arrangements and in 8 different gauges from 24" to standard gauge. In 1990 there were 2 complete locomotives plus one about 90% complete still inside the erecting hall along with an astonishing amount of steam-era tooling, patterns, engineering drawings, cataloging, locomotive parts and company records back into the 19th century. Included in the archives were some 900 glass plate negatives that included builders' photos of most of the Glover locomotives.

The Smithsonian Institute was contacted and after a formal appraisal by a Smithsonian contractor was completed, verification of the importance of this collection was in place and preservation steps undertaken. The culmination of the preservation struggle was the opening in 2003 of the Southern Museum of Civil War and Locomotive History wherein the role of railroads in the Civil War is told along with the story of post-Civil War reconstruction here in the South using the Glover locomotive story.
(Continued inside)



Color postcard from builders photo of locomotive #12163 built 8-31-1910 by Glover Machine Works for Clear Creek Lumber Co. Reeves Louisiana

Southeast Limited

Glover Machine Works Continued

Since that time over 300,000 people have learned about Glover locomotives, how they were built, the types of industries they served and where in the United States and foreign lands they operated. Because of the amazing amount of business records we were able to preserve we're about to begin a new educational initiative with school students. We will break a class down into 3 segments—management, shop workers and safety inspectors. Then, using original Glover documents while touring the recreated factory in the museum, we will help students learn about running a profitable company, maintaining a safe work environment and what to look for when inspecting a potentially dangerous workplace.

Our success in saving the Glover story has created other opportunities; the opening in 2008 of our new, 8,000 sq.ft. railroad educational center, the selection of our facility as the home for the Southern Railway Historical Society archives and the planning for our next building project — a new archives and library building which will include a new department — the Center for Southeastern Railroad Research. With top-flight management, the unqualified support of the city of Kennesaw and the wonderful support of the leaders in the community, the future of the Southern Museum is indeed – very exciting.

Editors note:

Author Dick Hillman is a lifelong student of history. He led the documentation and research efforts which have culminated in his book, *Glover Steam Locomotives, The South's Last Steam Builder*. The book is a most interesting read of history and preservation and includes many wonderful photographs. The book is \$41.95. You can call or write the Southern Museum at 770-427-2117, 2829 Cherokee St. Kennesaw, GA, 30144, to order a copy. The Southern Museum's website address is: www.southernmuseum.com



A native of upstate New York, Dick is marketing manager for the Georgia Northeastern Railroad, having served for 35 years with the General Motors Corporation until he retired from that company in 1992. He was the original Operations Manager for the Blue Ridge Scenic Railway, a subsidiary of the GNRR. Dick is a Southeast Chapter member.

April SEL article on ethanol: The April issue of the SEL carried Larry Shugart's excellent article on ethanol. We should have clarified that the article was from a couple of years ago, and was addressed to rail related industry groups. The Southeast Chapter only presents rail related information and does not recommend any investment or any other personal or business actions based on our publication of articles.

Please send leads about locations of railroad interests in your area for newsletter articles to the editor John Leynes at 1360 Wedgewood Rd. St. Johns, FL 32259 or via E-mail to john@flarr.com Thanks!

Southeast Chapter Officer Note: Our newly elected chairman, Reid Adams, PE, Professional Civil Engineer, has been assigned to a large highway reconstruction project in Seattle, Washington, lasting about 10 months. In his absence, Vice Chairman John Leynes will fill in for Reid as acting Chairman.

Announcements:

(Our regular meetings are the 2nd Thursday of the month @ 6:30 PM, in the CSX Bldg., 500 Water St. Downtown Jacksonville, FL)
Next Regular Meetings are June 11th and July 9th.

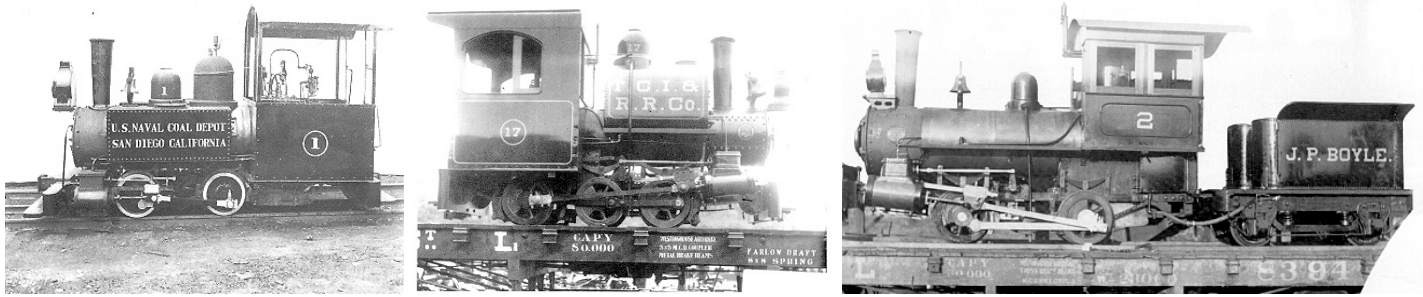
June 18-21st, 2009 - R&LHS Convention, Portland, Maine

SOUTHEAST CHAPTER OFFICERS

W. Reid Adams,	Chairman	904-400-4680
John A. Leynes	Vice-Chairman	904-287-1044
Paul Newton	Secretary	
Robert Van Nest	Treasurer	

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Glover built small and large locomotives in tank and tender versions. These three are some of the smallest engines. Construction numbers were based on cylinder size and sequence in that size. Left to right above: #581 (5" X 8" #1), #7125 (7" X 12" #5) and #81415 (8" X 14" #15).

Meeting of May 14th, 2009

The meeting of the Southeast Chapter of the Railway & Locomotive Historical Society was called to order at 6:45 pm by vice-president John Leynes. There were 6 members present.

Secretary's Report: The minutes for the April meeting were read and approved by the members present.

Treasurers Report: Bill Howes presented the treasurer's report showing the balances. There is \$2,501 in the balance. The \$7,000 CD has made \$138 since August 2008. The treasurer's report was approved by the members present.

Committee Reports:

- Website Committee: Larry Shugart & Reid Adams are addressing proposals to program & maintain the website. John Leynes will reserve the domain name. Recommendation: RLHSSEC.org.
- John Leynes updated the group on the progress of the Henry Plant Video. Completion date: June.
- John Leynes mailed a letter on April 16, which he read at the meeting, on behalf of the Southeast Chapter to the Jacksonville Historic Preservation Commission regarding our recommendations surrounding the ACL 1504. This includes suggestion of building a shed to better preserve the locomotive.
- We have sent a check to the North Florida Railway Museum at the \$100 sponsorship level for membership, and they have acknowledged our membership.
- We have sent a \$100 check to the West Nassau Historical Society.
- We have sent a \$100 check to the Archer Historical Society.
- We have sent a \$100 check to the Cedar Key Historical Society and they have acknowledged our donation.
- Upcoming Programs
 - Jun 11: 15-minute locomotive – ????. Larry Shughart on locomotives.
 - July 9: 15-minute locomotive – Chris Frank. Presentation: Chris Frank.

The "15-minute" Locomotive program tonight was presented by John Leynes, American Standard 4-4-0.

The Olustee, Florida Depot in the Osceola National Forrest



The Olustee Depot is a small building with a big history. It served as both a passenger and freight station, and played a significant role in the development of north Florida. This part of Florida has always had a rural economy based on agricultural and timber products. Prior to railroads, transportation was difficult and time consuming.

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HISTORY AND SIGNIFICANCE OF THE OLUSTEE DEPOT

By Cynthia L. Cerrato, District Archeologist, Osceola National Forest, from Deanna Chassereau.

Article used with permission of the Forest Service, U. S. Department of Agriculture.

In historic documents owned by CSX Transportation, “the depot at Olustee was a tin-roofed frame combination passenger and freight station” that was built in 1888. However, we do know that a railroad station was in Olustee as early as 1860. From an annual report of the Florida, Atlantic and Gulf Central Rail Road Company dated July 17, 1860, Olustee had a platform and a separate storage structure. Although it is difficult to prove, it is possible that the floor of the freight room is the original 1860 platform. In the 1920s the stationmaster’s room and then the waiting rooms were added to the depot. Now, being, 112 year’s old is not what makes this building significant. To be considered historically significant, a building must be architecturally unique and must have contributed to the heritage of the community. In the early 1990’s five professional architects examined the Olustee depot and determined that it was “historically significant and possibly one-of-a-kind in the state of Florida.” In 1860, the railroad line from Jacksonville to Alligator (later renamed Lake City) was completed, providing the people of Olustee with a new mode of transportation, a faster way to ship supplies and a link to the outside world. By the fall of 1861, the railroad line continued to Tallahassee.

During the 1860s the railroad industry was greatly affected by the Civil War. Although some rails were removed for much needed iron, the line between Lake City and Jacksonville continued to operate transporting food, cotton, turpentine, ammunition, lumber and people. On an 1864 map drawn by Confederate Lieutenant M.B. Grant, “Olustee Station” is depicted with two structures adjacent to the railroad. During the Battle of Olustee, Confederate troops were transported via the Olustee Station.

By the 1880s, industries such as timber, cattle, citrus, winter vegetables and tourism were booming. For rural north Florida, the major commodities were timber and turpentine. Sawmills and turpentine stills were big business in the Olustee area and continued for many generations. From the 1880s to 1949, “Florida produced as much as 20% of the world’s supply” of turpentine. These products left Olustee from the depot.

In 1931, President Herbert Hoover created by Proclamation the Osceola National Forest. The next year, President Franklin D. Roosevelt created the Civilian Conservation Corps (CCC) as part of his New Deal program. The first CCC camp in Florida was at Olustee in the Osceola National Forest. The CCC enrollees came from all parts of the United States and arrived in Olustee by train at this depot.

Over the next 35 years, the Olustee depot continued as the hub of the community. The train would stop daily delivering the mail, exporting supplies and bringing people to and from Olustee. In the mid 1960s, the railroad retired the Olustee station and, to prevent the depot from being destroyed, Nick Touchton moved it to Lake City. The Olustee depot spent the next 30 years resting in a cow pasture. In 1995, Lynette and Tom Ricketson generously donated the depot to the Forest Service, allowing it to return to Olustee where it was rehabilitated and can now be enjoyed by the public. In this brief summary, we clearly see how the Olustee depot, a small and almost forgotten building thirty years ago, played a very important role in the development and history of the community. See more info at: www.southernregion.fs.fed.us/florida



The depot was moved from a farmers field near Lake City where it had deteriorated badly, to near the original location in Olustee before restoration. It features lovely architecture with smooth curves and is attractive to the eye. A visit is well worth the time if you are anywhere near the north Florida area.